A/C F. W. Loops
W+B Flying School At-F
Chickasha, Oklahoma

CHICKASHA JUN 6 1942 10 PM OKLA.

Fix the seat
Fairchilds,
[illegible]
start

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Mr. + Mrs. Charles E. Loops, Jr.
907 Chowan Ave.
Lynchburg, Virginia

AIR CORPS TRAINING DETACHMENT

W B FLYING SCHOOL

CHICKASHA, OKLAHOMA

AIR CORPS
TRAINING DETACHMENT
W&B FLYING SCHOOL
CHICKASHA OKLAHOMA

Saturday morning
June 6, 1942

Dear Keeds.-

I've a few minutes this a.m. so look out for whatever comes - I'm sure I haven't the faintest idea of what it will be.

We have had our inspection and have been chased off the flight line because of bad weather; so, unless I'm mistaken, we might accidently have a few minutes to waste!

Wilson & Bonfils Flying School is, of course, a civilian school, but they have a small Army personnel also, to remind us that we're still in the Army. They ~~supp~~ supervise everything, as the ships are army, and of course, are awfully strict with us. Our schedule starts at 5:10 A.M., ends at 9:30 P.M. and is filled in between so we have scarcely a minute to sit and rest! - And then, when we do manage by hook or crook to get one - what do you know? - an upper-classman appears and our rest is thereby terminated! - But with flying - ha - I can take an awful lot! - - The school, while small, is one of the best. - The only thing about it is their very rigid requirements. An average of between 40 and 50% are washed out of each class! - There has been no let down whatsoever due to the war - a man has got to have as much on the ball as ever! - The redeeming feature is that practically every man who completes their tour here, goes all the way thru. In other words, their course here is so exacting, your chances of getting washed out further along the line

are minimized. The ships we fly are these Fairchilds, 175 h.p. low-wing, open cockpit jobs. - They are flying babies, too, believe me! - They "aint" no cubs! - We didn't start flying until Wednesday and, no flying today, so I just have about 2 hours to date. - Naturally, the more we fly, the more we can fly each day, so once your time is started, it really builds up! -

I started out by not knowing how to fly - had never seen a plane before - but not for long. - Even tho' I hadn't flown since Sept. I gave myself away by flying lots better than a beginner, darn it. - My instructor seems to be real nice. - Just a young fellow and really looks like a true county "yokel". - We have lots of fun. - after he found out I had had time, he went way upstairs and wrung the plane out for me. In fact yesterday, we went up again and let me "spin" her and play around with stalls. - Yesterday I took off + landed by myself, too. - This job has landing flaps, so it's quite different from a cub, there, too. - The cub sorta floats, ~~and~~ while this one comes "a hellin" once you drop those flaps! - Looks like you're going to make that short cut to China Columbus was looking for! Then, too, they are teaching us to fly with out "flying" instruments, i.e. We have to have our engine instruments, of course - but no "air speed" or "compass". - We truly ~~#~~ learn to fly by the seat of our pants or not at all. That's a lot safer way once you learn it. - And Oklahoma! - It isn't like around Washington. When I get lost here there's no sticking my head out looking for the Potomac or Monument or something. Just one big "checker board" - and, which way is the air port? -

Well - guess I'd better cut this about now. It seems as though the weather is still good enough for calisthenics. - My poor muscles. - Did I tell you the upper classmen make us "double time" where-ever we go. - I'm going to get a saddle and ride my "charlie-horses"! - Bye now -

Frank


181